

Notice No.3

Rules and Regulations for the Classification of Naval Ships, January 2022

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Please note that corrigenda amends to paragraphs, Tables and Figures are not shown in their entirety.

Issue date: June 2022

Amendments to	Effective date	IACS/IMO implementation (if applicable)
Volume 3, Part 1, Chapter 4, Section 4	1 July 2022	N/A
Volume 3, Part 2, Chapter 7, Section 4	1 July 2022	N/A



Volume 3, Part 1, Chapter 4 Manoeuvring Assessment

■ Section 4 Verification trials

4.2 Environmental restrictions

(Part only shown)

4.2.1 The verification trials are to take place in deep, unconfined waters, to minimise the interactive effects of the sea bed topography. The environmental conditions are to be as follows:

LMA notation:

- The water depth is not to be less than four times the mean operational deep draught of the ship.

LNMA notation:

- The water depth is not to be less than 5 times the mean operational deep draught of the ship or $0,0747V^2$, whichever is greater.

4.3 Draught conditions

4.3.1 The trials are normally to be carried out with the ship in a normal operational condition within a five per cent deviation of the design deep draught and trim.

4.3.2 Where it is impractical to conduct trials at design the deep draught, they may be conducted at a draught as close to the design deep draught as possible with minimum trim and sufficient propeller immersion.

Volume 3, Part 2, Chapter 7 Noise and Vibration Levels in Personnel Spaces

■ Section 4 Testing

4.2 Test conditions

(Part only shown)

4.2.4 The test conditions required for the vibration and noise measurements are to be in accordance with the following conditions:

- (c) Measurements are to be taken with the ship proceeding ahead, at a constant speed and course, in a depth of water not less than five times the deep draught of the ship.

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